ROCKSHOX

2022-2023
Super Deluxe Ultimate Flight Attendant

SERVICE MANUAL

SAFETY FIRST!

We care about YOU. Please, always wear your safety glasses and protective gloves when servicing RockShox products. Protect yourself! Wear your safety gear!

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RockShox Service

We recommend that you have your RockShox suspension serviced by a qualified bicycle mechanic. Servicing RockShox suspension requires knowledge of suspension components, as well as the use of specialized tools and lubricants/fluids. Failure to follow the procedures outlined in this service manual may cause damage to your component and void the warranty.

Visit www.sram.com/service for the latest RockShox Spare Parts catalog and technical information. For order information, please contact your local SRAM distributor or dealer.

Information contained in this publication is subject to change at any time without prior notice.

Your product's appearance may differ from the pictures contained in this publication.

For recycling and environmental compliance information, please visit www.sram.com/company/environment.

Part Preparation

Remove the component from the bicycle before service.

Clean the exterior of the product with mild soap and water to avoid contamination of internal sealing part surfaces.

Service Procedures

The following procedures should be performed throughout service, unless otherwise specified.

Clean the part with RockShox Suspension Cleaner or isopropyl alcohol and a clean, lint-free shop towel.

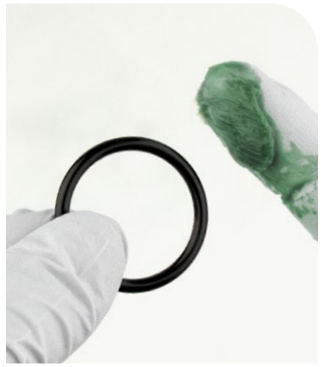
Clean the sealing surface on the part and inspect it for scratches.

Replace the o-ring or seal with a new one from the service kit. Use your fingers or a pick to pierce and remove the old seal or o-ring.

Apply RockShox Dynamic Seal Grease to the new seal or o-ring. If a brush is used to apply grease, confirm there are no loose bristles in the grease or on the part.

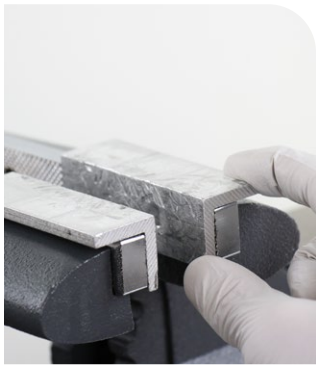
NOTICE

Do not scratch any sealing surfaces when servicing the product. Scratches can cause leaks. Consult the spare parts catalog to replace the damaged part.



To prevent damage to the shock, use aluminum soft jaws and position the eyelet in the vise so that the adjustment knobs are clear of the vise jaws. For bearing mount shocks, wrap a shop towel around the eyelet, then clamp the eyelet flat into the vise.

Tighten the part with a torque wrench to the torque value listed in the red bar. When using a crowfoot socket and torque wrench, install the crowfoot socket at 90 degrees to the torque wrench.



Specified torque value in N·m (in-lb)

Model Code Identification

Product model code and specification details can be identified with the serial number on the product. Model codes can be used to identify the product type, series name, model name, and product version associated with the production model year. Product details can be used to identify spare parts, service kit, and lubricant compatibility.

Model Code example: **RS-SDLX-UFA-C1**

RS = Product Type - **Rear Shock**
SDLX = Platform/Series - **Super Deluxe**
UFA = Model - **Ultimate Flight Attendant**
C1 = Version - (**C** - third generation, **1** - first iteration)

To identify the model code, locate the serial number on the product and enter it into the **Search by Model Name or Serial Number** field at www.sram.com/service.

Warranty and Trademark

For SRAM Warranty information, visit: www.sram.com/warranty.

For SRAM Trademark information, visit: www.sram.com/website-terms-of-use.

Recommended Service Intervals

Regular service is required to keep your RockShox product working at peak performance. Follow this maintenance schedule and install the service parts included in each service kit that corresponds with the Service Hours Interval recommendation below. For spare part kit contents and details, refer to the RockShox Spare Parts Catalog at www.sram.com/service.

Service Hours Interval	Maintenance	Benefit
Every ride	Clean dirt from shock damper body and wiper seal	Extends wiper seal lifespan
		Minimizes damage to shock damper body
		Minimizes air can contamination
Every 50 Hours	Perform air can service	Reduces friction
		Restores small bump sensitivity
Every 200 Hours	Perform damper and spring service	Extends suspension lifespan
		Restores suspension lifespan

Record Your Settings

Use the charts below to record your shock settings to return your shock to its pre-service settings. Record your service date to track service intervals.

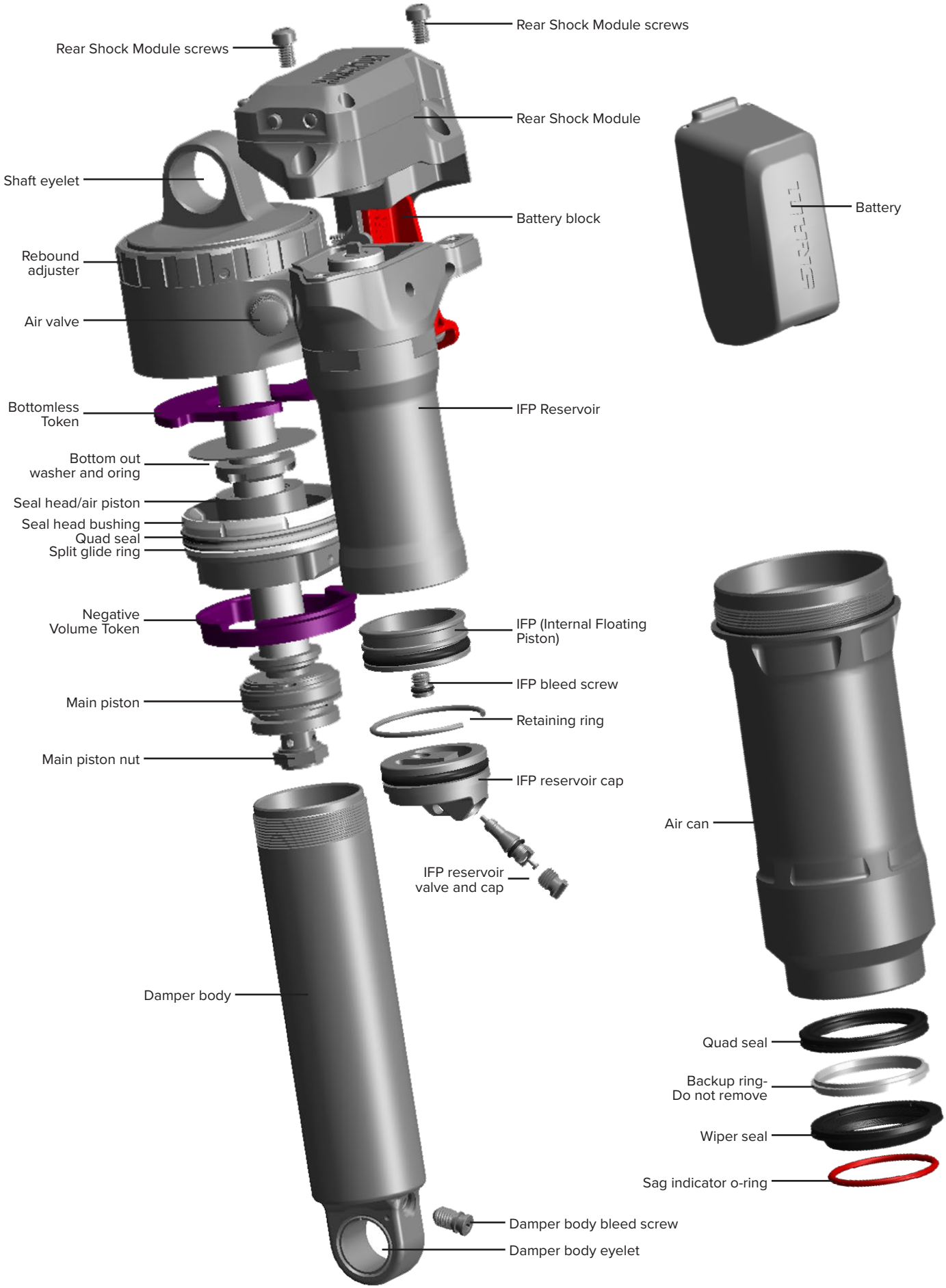
Service Hours Interval	Date of Service	Air Pressure	Rebound setting - Count the number of clicks while turning the rebound adjuster fully counter-clockwise.
50			
100			
150			
200			

Torque Values

Part	Tool	Torque
Air can to shaft eyelet assembly	13 mm crowfoot (standard eyelet)	10 N•m (90 in-lb)
	29 mm crowfoot (bearing eyelet)	
	54 mm crowfoot (trunnion mount)	
Rear shock module screws	3 mm hex	1.1 N•m (10 in-lb)
Piston bolt	12 mm socket wrench	6.2 N•m (55 in-lb)
Seal head/air piston	34 mm crowfoot	28 N•m (250 in-lb)
Damper body bleed screw	T10 TORX	1.1 N•m (10 in-lb)

IFP Depth

Shock Stroke	IFP Depth
45-65 mm	33 mm
75 mm	39 mm


Rear Shock Module screws
Rear Shock Module screws
Rear Shock Module
Battery
Shaft eyelet
Battery block
Rebound adjuster
Air valve
Bottomless Token
IFP Reservoir
Bottom out washer and oring
Seal head/air piston
Seal head bushing
Quad seal
Split glide ring
Negative Volume Token
IFP (Internal Floating Piston)
IFP bleed screw
Main piston
Retaining ring
Main piston nut
IFP reservoir cap
Air can
IFP reservoir valve and cap
Damper body
Quad seal
Backup ring- Do not remove
Wiper seal
Sag indicator o-ring
Damper body bleed screw
Damper body eyelet

Super Deluxe Ultimate Flight Attendant Service

Prior to servicing your rear shock, remove it from the bicycle frame according to the bicycle manufacturer's instructions. Once the shock is removed from the bicycle, remove the Rear Shock Module and mounting hardware before performing any service (see the Rear Shock Module Removal section and the Mounting Hardware and Bushing Service section).

Parts, Tools and Supplies

Parts

- RockShox Super Deluxe Ultimate Flight Attendant 50 or 200 Hour Service Kit

Safety and Protection Supplies

- Apron
- Clean, lint-free shop towels
- Nitrile gloves
- Oil pan
- Safety glasses

Lubricants and Fluids

- Maxima PLUSH 7wt Suspension Oil
- Maxima Extra 15w50 Suspension Oil or Maxima PLUSH Dynamic Suspension Lube Light (included in service kit)
- RockShox Suspension Cleaner or Isopropyl alcohol
- RockShox Dynamic Seal Grease (included in service kit)

RockShox Tools

- RockShox 1/2" x 1/2" rear shock bushing removal/installation tool
- RockShox Air Valve Adapter Tool - Rear Shock
- RockShox IFP Height Tool V2 - Super Deluxe/Super Deluxe Coil (00.4318.041.002)
- RockShox IFP Puller Tool
- RockShox Rear Shock Vise Block

Bicycle Tools

- Schrader valve core tool
- Shock Pump

Common Tools

- Adjustable wrench
- Bench vise with aluminum soft jaws
- Crowfoot socket: 34 mm
- Flat blade screwdriver
- Flat wrench: 34 mm
- Hex bit socket: 3 mm
- Hex wrenches: 2 mm, 3 mm
- Metric caliper or small metric ruler
- Open end wrenches: 13 mm (x2), 34 mm
- Pick
- Socket wrench: 12 mm
- Strap wrench
- Torque wrench
- TORX wrenches: T10

Use ONLY RockShox, SRAM, and Maxima suspension oils/fluids and grease, unless otherwise specified. Use of any other lubricants can damage seals and decrease performance.

⚠WARNING

Before disassembly or service of any air system remove the air pressure from all air chambers and remove the air valve cores.

If your shock will not return to full extension, do not attempt to service or disassemble your shock. Attempting to service a shock that will not return to full extension can cause severe and/or fatal injuries.

SAFETY INSTRUCTIONS

Always wear safety glasses and nitrile gloves when working with suspension fluid.

Place an oil pan on the floor underneath the area where you will be working on the shock.

Rear Shock Module Removal

Prior to servicing the rear shock, including removing or installing tokens, the Rear Shock Module must be removed from the rear shock.

Parts, Tools, and Supplies

Parts

- SRAM AXS battery block
- SRAM AXS battery cover

Safety and Protection Supplies

- Clean, lint-free shop towels
- Nitrile gloves
- Safety glasses

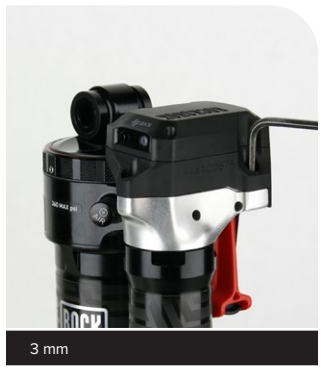
Common Tools

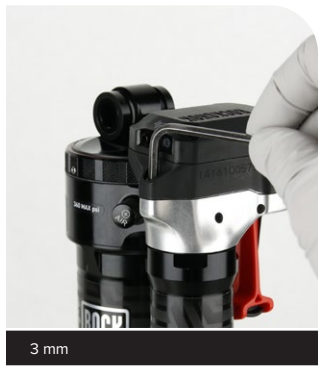
- Hex wrenches: 3 mm

1 Remove the SRAM battery and install the battery block.
Install the battery cover on the SRAM battery and set it aside.

Optional: Insert the SRAM battery onto the battery charger.

2 Loosen the Rear Shock Module screws, and remove the module from the rear shock.





3 Clean the underside of the Rear Shock Module with a damp, clean shop towel.

Set the Electonic Module aside.

Shock Eyelet Service

Mounting Hardware and Bushing Service

Remove the mounting hardware before performing any service. Replace bushings as needed.

Parts, Tools, and Supplies

Parts

- Super Deluxe Ultimate Flight Attendant Service Kit - 50 hours
- Super Deluxe Ultimate Flight Attendant Service Kit - 200 hours

Safety and Protection Supplies

- Apron
- Clean, lint-free rags
- Nitrile gloves
- Safety glasses

RockShox Tools

- RockShox 1/2" x 1/2" rear shock bushing removal/installation tool

Lubricants and Oils

- RockShox Dynamic Seal Grease

Common Tools

- Adjustable wrench
- Bench vise with aluminum soft jaws
- Open end wrenches: 13 mm (x2)

Mounting Hardware Removal

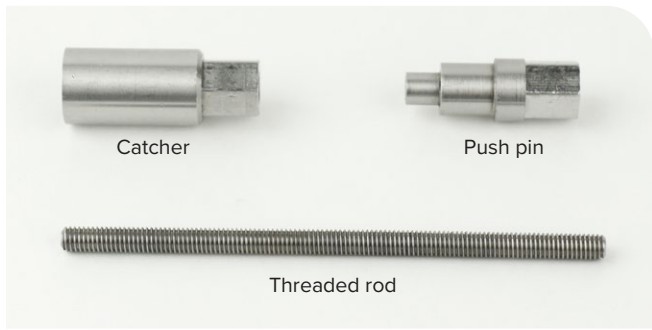
NOTICE

To prevent damage to the shock use aluminum soft jaws and position the eyelet in the vise so that the adjustment knobs are clear of the vise jaws.

Make sure the Rear Shock Module is removed from the shock before beginning service. Consult the Rear Shock Module Removal section for instructions.

Some mounting hardware is easily removed using only your fingers. Try to remove the end spacers with your fingernail or small screwdriver, then push the bushing pin out of the bushing. If this works, continue to the next section.

If you are unable to remove the mounting hardware using your fingers, use the RockShox rear shock bushing removal/installation tool.



Rear shock bushing removal/installation tool

1 Thread the small end of the push pin onto the threaded rod until the rod is flush or slightly protrudes from the hex-shaped end of the push pin.

2 Insert the threaded rod through the shaft eyelet until the push pin rests against the bushing pin.

Thread the large, open end of the catcher along the rod until it rests on the end spacer.

3 Hold the catcher secure with a 13 mm open end or adjustable wrench.

Use a second 13 mm or adjustable wrench to thread the push pin along the rod until it stops against the end spacer.

NOTICE

Do not scratch the air can as you turn the wrench.

Unthread the push pin from the threaded rod to remove the end spacer and the bushing pin if it slides out easily.

4 If the bushing pin did not remove easily, unthread the push pin from the threaded rod to remove the end spacer, then reinstall the push pin onto the threaded rod.

Thread the large, open end of the catcher along the rod until it rests against the shaft eyelet.

Use a 13 mm wrench to thread the push pin along the rod until it stops against the eyelet shaft.

Unthread the push pin from the threaded rod to remove the bushing pin.

5 Unthread the catcher from the threaded rod.

Remove the end spacer and bushing pin from the tool.

Repeat steps 2-5 for the damper eyelet.

Set the mounting hardware aside until you have finished servicing the shock.

Eyelet Bushing Removal

To replace damaged or worn out bushings, use the RockShox rear shock bushing removal/installation tool.

1 Insert the threaded rod through the shaft eyelet until the base of the push pin rests against the bushing.

Thread the large, open end of the catcher onto the rod until it rests on the eyelet.

2 Hold the catcher secure with a 13 mm open end or adjustable wrench.

Use a second 13 mm wrench to thread the push pin along the rod until the push pin pushes the eyelet bushing out of the eyelet.

3 Unthread the catcher from the threaded rod. Remove the tool from the shaft eyelet and discard the bushing.

Repeat steps 1-3 for the damper body eyelet.

Set the RockShox rear shock bushing removal/installation tool aside until you have finished servicing your shock.

Damper Body Eyelet Bearing Mount Service

Replace the bearings if they are not spinning freely, or if they are making a creaking noise.

Parts, Tools, and Supplies

Parts

- Rear Shock Eyelet Bearing Kit - With Spacers
- Rear Shock Eyelet Bearing Kit (includes damper body eyelet bearing housing assembly)

Safety and Protection Supplies

- Clean, lint-free shop towels
- Nitrile gloves
- Safety glasses

Common Tools

- Hex wrenches: 3 mm

Damper Body Eyelet Bearing Housing Assembly Replacement

1 Loosen the cap screws and remove the bearing assembly from the shock.

The dust covers may fall off. This is normal.

NOTICE

If you are completing the 50 or 200 hour service, set the bearing assembly aside until service is complete.

2 Install the new bearing assembly and screws onto the shock. Tighten the cap screws.

NOTICE

To prevent damage to the shock use aluminum soft jaws and position the eyelet in the vise so that the adjustment knobs are clear of the vise jaws.

Make sure the Rear Shock Module is removed from the shock before beginning service. Consult the Rear Shock Module Removal section for instructions.

1 To record your adjustment settings, rotate the rebound adjuster knob counter-clockwise until it stops, while counting the number of detent clicks. This will assist you with post-service set up.

Compression is set to open when the battery is removed from the Rear Shock Module.

2 Record your air pressure setting to assist with post-service set up.

Remove the air valve cap by hand. Lightly depress the Schrader valve and slowly release all air pressure from the air can.

⚠CAUTION

Do not disassemble a pressurized shock, this can cause suspension fluid or debris to forcefully eject from the shock. Wear safety glasses.

Slowly release the air from the air can to make sure the air is removed from both chambers. Quickly releasing the air can trap air in the negative chamber and cause the air can to forcefully eject from the shock upon disassembly.

Small Hex Wrench

Use a Schrader valve tool to remove and reinstall the valve core from the valve body to make sure all air has been removed.

Schrader Valve Tool

Schrader Valve Tool

3 Clamp the shaft eyelet into a vise, with the shock positioned horizontally.

NOTICE

To prevent damage to the shock, use aluminium soft jaws and position the eyelet in the vise so that the adjustment knobs are clear of the vise jaws.

4 Remove the sag indicator.

5 Use a strap wrench to remove the air can. Wrap the strap around the section of the air can where there are no decals. Turn the wrench counter-clockwise to unthread the air can.

Vacuum pressure will increase as you pull the air can along the damper body, and will suddenly release when the air can is pulled over the air piston.

⚠CAUTION- EYE HAZARD

The air can may still have air pressure in the negative chamber, which may cause the air can to forcefully eject from the shock upon disassembly. Wear safety glasses.

Strap Wrench

Slowly pull the air can along the damper body to remove it and the Counter Measure spring.

NOTICE

Do not place the strap wrench on the air can decal.

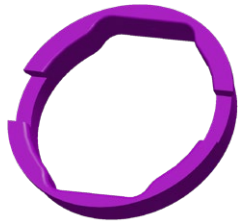
Bottomless Tokens reduce air volume in your rear shock and create greater progression at the end of the shock's travel. Add or remove tokens to tune your shock's bottomless feel.

Super Deluxe Ultimate Flight Attendant is compatible with purple Tokens only.

Negative Volume Tokens adjust the spring rate at the beginning of the stroke. Adding tokens to the negative spring increases the initial spring rate, while removing tokens creates a more linear feel at the beginning of the stroke.

Bottomless Tokens	4 Tokens Max
Negative Volume Token	1 Token Max

Bottomless Tokens



Negative Volume Token

Bottomless Tokens: Clamp the shaft eyelet into the vise.

Move the bottom out washer and o-ring away from the shaft eyelet, then snap the token onto the damper shaft with the with the opening facing the adjustment knobs. Slide the token down the damper shaft until it contacts the other tokens or the eyelet. Slide the bottom out washer and o-ring onto the tokens.

Install up to four Bottomless Tokens.

Bottomless Tokens

Bottomless Tokens

Bottomless Token Removal: Clamp the shaft eyelet into the vise.

Move the bottom out washer and o-ring away from the shaft eyelet. Use a pick to separate the token from the other tokens or the shaft eyelet, then remove the token from the shaft.

NOTICE

Do not scratch the damper shaft, shaft eyelet, or the eyelet o-ring. Scratches can cause leaks.

Pick

Negative Volume Token: Clamp the shaft eyelet into the vise.

Align the shape of the token with the seal head/air piston, so that the ledge is against the seal head/air piston. Snap the token onto the seal head/air piston.

Negative Volume Token

Negative Volume Token

Negative Volume Token Removal: Clamp the shaft eyelet into the vise.

Gently use a screwdriver to separate the token from the seal head/air piston, then remove the token from the shaft.

NOTICE

Do not scratch the damper shaft, shaft eyelet, or the eyelet o-ring.

Flat blade screwdriver

1 Remove the o-ring on the outside of the air can.

Clean the air can threads and eyelet body threads.

Apply a light layer of grease and install a new o-ring.

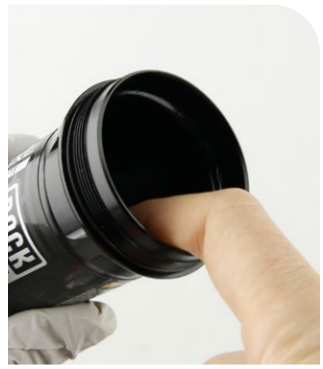
2 Remove and discard the air can wiper seal located in the top groove.

3 Remove and discard the quad seal from the bottom of the second groove in the air can.

NOTICE

Do not remove the white backup ring. The backup is factory installed and does not require service.

4 Clean the inside of the air can. Remove a glove and use your finger to inspect the inside and outside of the air can for scratches, dents, or other surface deformations. Replace the air can if it is scratched or damaged.



5 Install a new quad seal by inserting one end into the deepest groove in the air can, then push the remainder of the ring into the groove.

6 Orient the new wiper seal step side up. Install it into the wiper seal groove at the top of the air can.

7 Apply a small amount of RockShox Dynamic Seal Grease to the quad seal, backup ring, and wiper seal.

Set the air can aside.

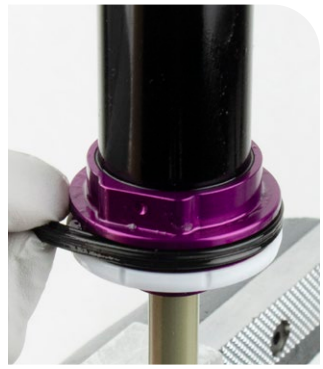
8 Clamp the shaft eyelet vertically in the vise.

Remove the split glide ring and the seal head/air piston seal.

Clean the seal head/air piston, then install a new glide ring and seal.

NOTICE

Do not remove or replace the seal head bushing. The seal head bushing ring is sized at the factory and does not require service.



To continue with the **50 Hour Service** go to Air Can Installation.

To continue with the **200 Hour Service** go to IFP Reservoir Service.

1 Clamp the shaft eyelet horizontally into the vise.

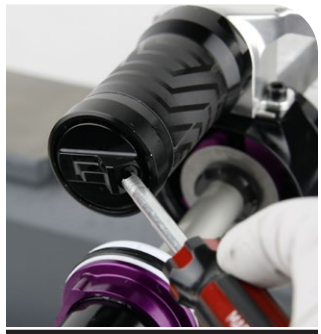
Remove the IFP reservoir valve cap. Depress the Schrader valve and release all air pressure from the IFP reservoir.

Once the pressure has been released, depress the Schrader valve a second time. If the Schrader valve is able to move, the shock has been completely depressurized.

If the Schrader valve does not move at all, the shock is still pressurized and will need to be sent to an authorized RockShox service center for further service.

⚠CAUTION - EYE HAZARD

Verify all pressure is removed from the shock before proceeding. Failure to do so can cause the damper body to separate from the shaft eyelet at a high velocity. Wear safety glasses.



Schrader Valve Tool

Small Hex Wrench

2 Use a Schrader valve tool to remove the Schrader valve core from the IFP reservoir valve.

Do not discard the Schrader valve core.

Schrader Valve Tool

3 Clamp the eyelet vertically into the vise. Push the IFP reservoir cap into the reservoir until it stops.

4 Remove the retaining ring from the IFP reservoir.

⚠CAUTION - EYE HAZARD

The retaining ring can eject rapidly as it is removed. Wear safety glasses.

Do not scratch the inside of the IFP reservoir.

5 Remove the IFP reservoir cap from the IFP reservoir.

6 Remove the IFP reservoir cap o-ring.

Install a new o-ring.

7 Remove the bleed screw.

T10

Thread the RockShox IFP Puller Tool into the IFP, then remove the IFP Puller Tool and IFP from the reservoir.

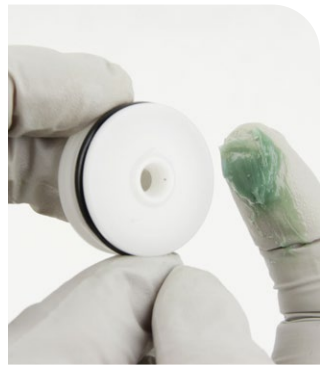
Unthread the RockShox IFP Puller Tool from the IFP.

RockShox IFP Removal Tool

RockShox IFP Removal Tool

8 Remove the IFP o-ring.

Install a new o-ring. Apply grease to the o-ring and IFP.



9 Remove the shock from the vise and hold it over an oil pan to drain the oil from the IFP reservoir.

1 Clamp the damper body wrench flats into the vise.

2 Place an oil pan beneath the damper body.

Loosen the seal head/air piston assembly from the damper body.

Use your hand beneath the seal head/air piston to prevent the wrench from slipping and scratching the damper shaft.

NOTICE

Do not scratch the damper shaft while removing the seal head/air piston. Scratches can cause leaks.

Wrap a shop towel around the damper body, and remove the seal head/air piston assembly.

3 Remove the damper body from the vise and pour the oil into an oil pan.

1 Clean the shaft assembly.

2 Clamp the damper shaft into the 0.5" (12.7 mm) slot on the RockShox Rear Shock Vise Block.

Do not remove the damper shaft from the eyelet.

NOTICE

To prevent damage to the seal head/air piston, position the shaft in the vise so that the piston is clear of the vise jaws.

RockShox Rear Shock Vise Block 0.5" (12.7 mm)

3 Remove the main piston nut.

12 mm

4 Slide the piston bolt and main piston assembly off the shaft and onto a small hex wrench or pick.

Keep all the parts together and set them aside.

NOTICE

If the main piston assembly is disassembled, it will need to be replaced.

5 Remove the seal head/air piston from the damper shaft.

6 Remove the internal seal o-ring located in the internal seal gland.

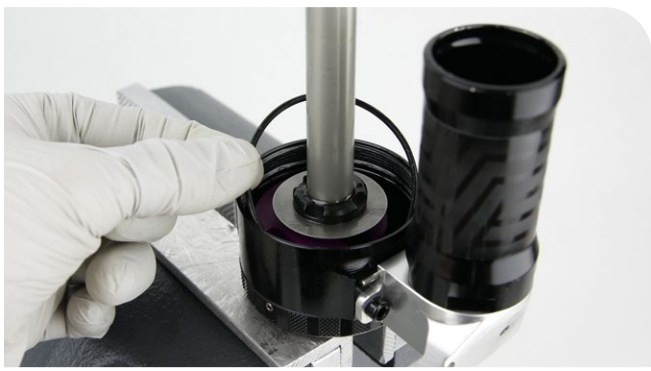
Install a new internal seal o-ring into the seal gland.

7 Remove the inner o-ring, located at the base of the threads in the seal head/air piston.

Install a new inner o-ring into the seal head/air piston.

8 Remove the o-ring located inside the eyelet threads.

Apply grease to the new o-ring and install it.



9 Install the seal head/air piston onto the damper shaft.

10 Clamp the damper shaft into the vise.

NOTICE

To prevent damage to the seal head/air piston, position the shaft in the vise so that the piston is clear of the vise jaws.

RockShox Rear Shock Vise Block	0.5" (12.7 mm)

11 Install the main piston assembly that was removed in step 4 onto the damper shaft.

Press the piston bolt through the piston assembly to keep the shims together and make piston installation easier.

Be sure to keep the main piston assembly parts in the same order.

NOTICE

If the shims are not centered and in the correct order, the shock will not perform properly. Contact an authorized RockShox dealer if the assembly becomes disassembled.

12 Tighten the piston bolt.

Remove the assembly from the vise.

12 mm	6.2 N·m (55 in-lb)

1 Clamp the eyelet into the vise.

2 Pour 7wt Suspension Oil into the IFP reservoir until it is level with the top of the IFP reservoir.

Maxima PLUSH 7wt Suspension Oil

3 Use the palm of your hand to tap down on the top of the reservoir repeatedly to move oil through the damper shaft. This will assist in purging air bubbles from the system.

Continue to tap on the top of the reservoir until no more bubbles emerge from the damper shaft.

Once the system is purged of bubbles, cover the damper shaft with your finger to temporarily seal the system.

4 With your finger still on the damper shaft opening, pour 7wt suspension oil into the IFP reservoir until it is level with the top of the reservoir.

Install the IFP, flat side up, into the IFP reservoir.

Maxima PLUSH 7wt Suspension Oil

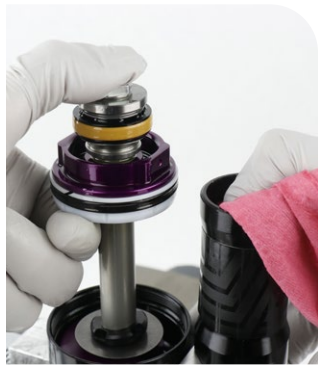
Cover the reservoir with a towel when pushing the IFP down to prevent oil from ejecting out of the IFP bleed port.

Use a metric caliper or ruler to push the IFP into the reservoir to a depth of 20 mm.

The IFP should be submerged in oil.

⚠CAUTION- EYE HAZARD

Do not look directly into the reservoir as you push the IFP down. Oil will be ejected from the IFP bleed port. Wear safety glasses.

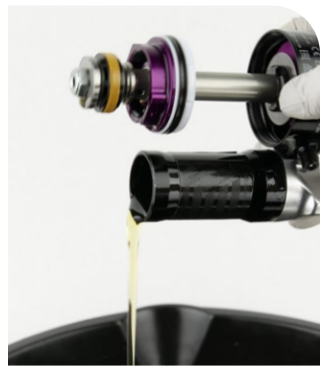


20 mm

5 Tap the shock on the bench a few times to purge any excess bubbles, then *lightly* install the IFP bleed screw into the IFP. The bleed screw should be submerged in oil.

Pour out any excess oil.

T10



6 Remove the shock from the vise, and slide the seal head/air piston until it stops at the end of the damper shaft.

7 Clamp the damper body eyelet into the vise.

8 Pour 7wt Suspension Oil into the damper body until it is level with the top.

Maxima PLUSH 7wt Suspension Oil

9 Place your thumb on the IFP to prevent it from moving. While holding the seal head/air piston, slowly install the seal head/air piston onto the damper body.

Do not hold on to the shaft eyelet or damper shaft while inserting the seal head/air piston into the damper body. It will move the piston/shaft assembly, causing too much oil to displace out of the damper body.

Pressure will continue to build against the IFP as the shaft assembly is tightened. Keep your thumb on the IFP to ensure the best bleed. Remove your thumb once the shaft assembly has been tightened.

10 Tighten the seal head/air piston.

Use your hand beneath the seal head/air piston to prevent the wrench from slipping and scratching the damper shaft.

NOTICE

To prevent damage to the damper body, do not allow the wrench to slip from the seal head/air piston.

34 mm | 28 N•m (250 in-lb)

11 Remove the shock from the vise. Turn the shock over and clamp the shaft eyelet into the vise.

12 Remove the IFP bleed screw from the IFP.

T10

13 Use a metric caliper or ruler to push the IFP into the reservoir to a depth of 20 mm.

Cover the reservoir with a towel when pushing the IFP down to prevent oil from ejecting out of the IFP bleed port.

⚠CAUTION- EYE HAZARD

Do not look directly into the reservoir as you push the IFP down. Oil may be ejected from the IFP bleed port if you push the IFP down too fast. Wear safety glasses.

20 mm

14 Pour 7wt suspension oil into the IFP reservoir until the IFP is submerged.

Maxima PLUSH 7wt Suspension Oil

15 Slowly push the damper body downward. Oil will begin to fill the reservoir through the IFP bleed port. Stop when the damper body is 3/4 of the way through the travel.

⚠CAUTION- EYE HAZARD

Do not look directly into the reservoir as you push on the damper body. Oil may be ejected from the IFP reservoir if you push the damper down to fast. Wear safety glasses.

16 Slowly pull up on the damper body until it stops, making sure the IFP stays submerged in oil. This will cycle oil from the reservoir back into the damper body and purge air bubbles from the system.

Continue to pull up and push down on the damper body until no more air bubbles emerge from the IFP bleed port.

⚠CAUTION- EYE HAZARD

Do not look directly into the reservoir as you push on the damper body. Oil may be ejected from the IFP reservoir if you push the damper down too fast. Wear safety glasses.

17 Install the IFP bleed screw into the IFP. The bleed screw should be submerged in oil.

18 Remove the damper body bleed screw from the damper body eyelet, and rotate the damper body away from you.

Secure a shop towel over the bleed screw port and around the damper body to absorb oil.

19 Insert a 3 mm hex wrench through the slot next to the 33 or 39 mm mark on the IFP Height Tool, depending on your shock stroke.

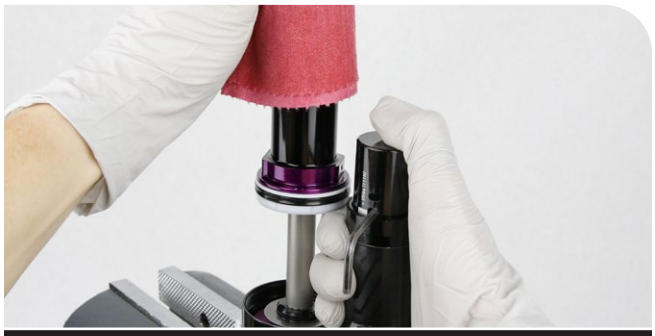
Shock Stroke (mm)	IFP Depth (mm)
45 - 65	33
75	39

Use the IFP bleed tool to slowly push the IFP into the reservoir to the appropriate depth for your shock stroke.

⚠CAUTION- EYE HAZARD

Do not look directly into the reservoir or at the damper body as you push on the IFP. Oil may be ejected from the IFP reservoir or damper body if you push the IFP down too fast. Wear safety glasses.

IFP Height Tool 3 mm



45-65 mm shock stroke: 33 mm 75 mm shock stroke: 39 mm

20 Install and tighten new damper body bleed screw into the damper body eyelet.

Spray isopropyl alcohol or RockShox Suspension Cleaner on the damper body and clean it with a shop towel.

T10

T10 1.1 N•m (10 in-lb)

21 Remove the shock from the vise. Pour the oil out of the IFP reservoir. Wipe the inside of the IFP reservoir with a shop towel.

NOTICE

Do not spray isopropyl alcohol or RockShox Suspension Cleaner into the reservoir. Isopropyl alcohol can cause o-rings to become brittle and crack.

Clamp the shaft eyelet into the vise so the shock is vertical.

22 To check the bleed quality, install the IFP Height Tool into the IFP reservoir and apply force to the IFP Height Tool (approximately 25 lbs). The IFP should feel firm and should not compress. If the bleed check window is compressed beneath the edge of the reservoir, the system will need to be re-bled. To re-bleed the system, pour out the oil and remove the IFP, then return to step 1 of Shock Assembly and Bleed.


IFP Height Tool


Bleed Check Window

23 Apply a thin layer of grease to the IFP reservoir cap o-ring. Push the IFP reservoir cap into the IFP reservoir until the retaining ring groove is visible.

24 Push the new retaining ring into the groove until it is seated.

⚠CAUTION- EYE HAZARD

The retention ring can eject rapidly as it is installed. Wear safety glasses.

25 Pull up on the IFP reservoir cap to seat it against the retaining ring.

26 Reinstall the Schrader valve into the IFP reservoir cap.

Schrader valve core tool

27 Install the RockShox air valve adaptor tool onto the shock pump and thread the adaptor tool into the reservoir air valve. Inflate the reservoir to 250 psi.

Remove the adaptor tool and pump from the reservoir.

Separating the pump from the adapter first will allow all of the air to escape from the reservoir.

You may substitute nitrogen if you have the proper fill equipment.

RockShox Air Valve Adapter Tool and shock pump 250 psi

28 Install a new IFP reservoir fill cap o-ring, and install the fill cap into the IFP reservoir cap.

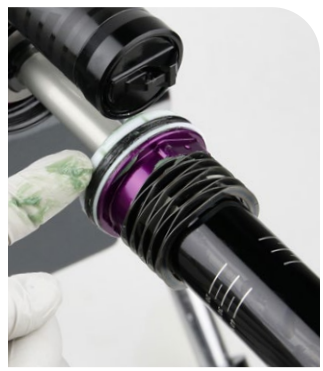
Schrader valve core tool

NOTICE

The MegNeg air can is not compatible with Super Deluxe Ultimate Flight Attendant (RS-SDLX-UFA-C1).

1 Clamp the shaft eyelet into a vise, with the shock positioned horizontally.

2 Install the Counter Measure onto the damper body. Apply RockShox Dynamic Seal Grease to the seal head/air piston seals.



3 Inject 1 mL, or half of the pillow pack, of Maxima Extra 15w50 Suspension Oil or Maxima PLUSH Dynamic Suspension Lube Light into the air can before installing the air can onto the damper. Firmly press the air can down until the sealhead/air piston is inserted into the air can.

⚠CAUTION- EYE HAZARD

Fluid will eject out of the holes as you install the air can onto the damper. Wear safety glasses.

15w50 or PLUSH Light 1 mL

4 Inject another 1 mL of Maxima Extra 15w50 Suspension Oil or Maxima PLUSH Dynamic Suspension Lube Light, or the rest of the pillow pack, into the air can.

15w50 or PLUSH Light 1 mL

5 Press the air can onto the damper then thread it onto the shaft eyelet and tighten.

6 Remove the shock from the vise. Clean the shock.

7 Install the sag indicator o-ring.

8 Pressurize the shock enough to extend the damper body to the full length, around 50 PSI / 3.5 bar.

Eyelet Bushing Installation

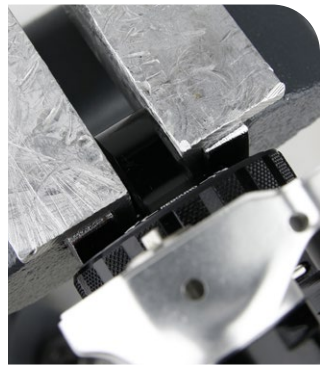
1 Apply a light layer of grease to the outside of the new bushing.

2 Position the shaft eyelet and eyelet bushing between the soft jaws of a vise. Slowly turn the vise handle to begin pressing the eyelet bushing into the shaft eyelet.

Check the alignment of the bushing as it enters the eyelet. If the bushing starts to enter the eyelet at an angle, remove the bushing from the eyelet, regrease the bushing, and repeat this step until the bushing enters the eyelet straight.

Continue to press the eyelet bushing until it is seated in the shaft eyelet.

Remove the shock from the vise and repeat the installation process for the other bushing and eyelet.



NOTICE

To prevent damage to the shock, use aluminum soft jaws and position the eyelet in the vise so that the adjustment knobs are clear of the vise jaws.

Some mounting hardware is easily installed using only your fingers. Press the bushing pin into the shock eyelet bushing until the pin protrudes from both sides of the eyelet an equal amount. Next, press an end spacer, champfered side first, onto each end of the bushing pin. If this works, you have completed mounting hardware and bushing service.

If you are unable to install your mounting hardware using your fingers, use the RockShox rear shock bushing removal/installation tool.

1 Thread the small end of the push pin onto the threaded rod until the push pin is flush or slightly protrudes from the hex-shaped end of the push pin.

2 Insert the threaded rod through the shaft eyelet until the push pin rests against the bushing pin.

3 Thread the large, open end of the catcher onto the rod until it rests on the eyelet.

4 Clamp the catcher in a vise or hold it secure with a 13 mm wrench.

Use a second 13 mm wrench to thread the push pin along the rod until it pushes the bushing pin into the shock eyelet bushing.

Continue to thread the push pin until the bushing pin protrudes from both sides of the eyelet an equal amount.

You may need to unthread the catcher slightly to check the bushing pin spacing.

5 Press an end spacer, champfered side first, onto each end of the bushing pin.

Rear Shock Module Installation

Install the Rear Shock Module onto the shock before installing the shock onto the bicycle.

Parts, Tools, and Supplies

Parts

- SRAM AXS battery block
- SRAM AXS battery cover

Safety and Protection Supplies

- Clean, lint-free shop towels
- Nitrile gloves
- Safety glasses

Common Tools

- Hex wrenches: 3 mm

1 The keyed ends of the Rear Shock Module and the compression damper adjuster must be aligned in the same orientation.

Check for alignment before installation. If the keys are not aligned, rotate the compression damper adjuster key to the same orientation as the Rear Shock Module adjuster key.

Apply a light layer of grease to the Rear Shock Module o-ring.

2 Install the Rear Shock Module onto the shock, and tighten the module screws.

NOTICE

Make sure that the Rear Shock Module sits flush against the reservoir neck before tightening the module screws.

Do not over-tighten the Rear Shock Module screws, as this can damage the module housing.

3 mm | 1.1 N•m (10 in-lb)

3 mm | 1.1 N•m (10 in-lb)

3 Remove the battery block and install the SRAM battery.

When the battery is installed, the system should smoothly complete the homing process. If the system hesitates, has repeated tries, or soft clicking noises, the Rear Shock Module may be installed incorrectly; loosen the Rear Shock Module screws, then remove and reinstall the battery. Verify the homing process is smooth, then evenly retighten the mounting screws to 1.1 N•m (10 in-lb).

4 Reinstall the shock to your bicycle frame according to the bicycle manufacturer's instructions.

5 Pressurize the shock to the desired air pressure. After adding air to the shock, the pressure will need to be equalized between the shock chambers.

Record the air pressure value on the pump, then unthread it from the shock. Slowly but firmly press or sit on the saddle to compress the shock until there is a hissing sound.

This sound indicates air transfer between chambers. Record the air pressure, then unthread it from the shock. Repeat this process until you reach the desired amount of sag, then install the valve cap.

NOTICE

When pressurizing the shock, do not exceed maximum pressure rating.

The pump must be removed from the shock prior to checking sag to avoid damage to the pump.

This concludes the service for the RockShox Super Deluxe Ultimate Flight Attendant rear shock.

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